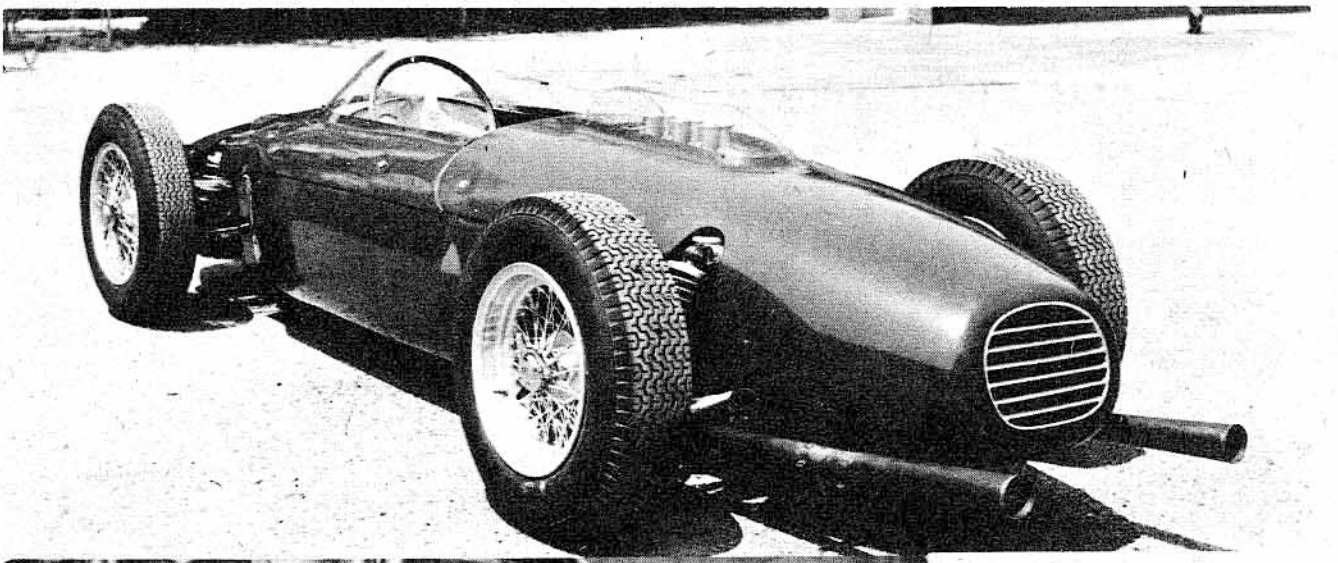
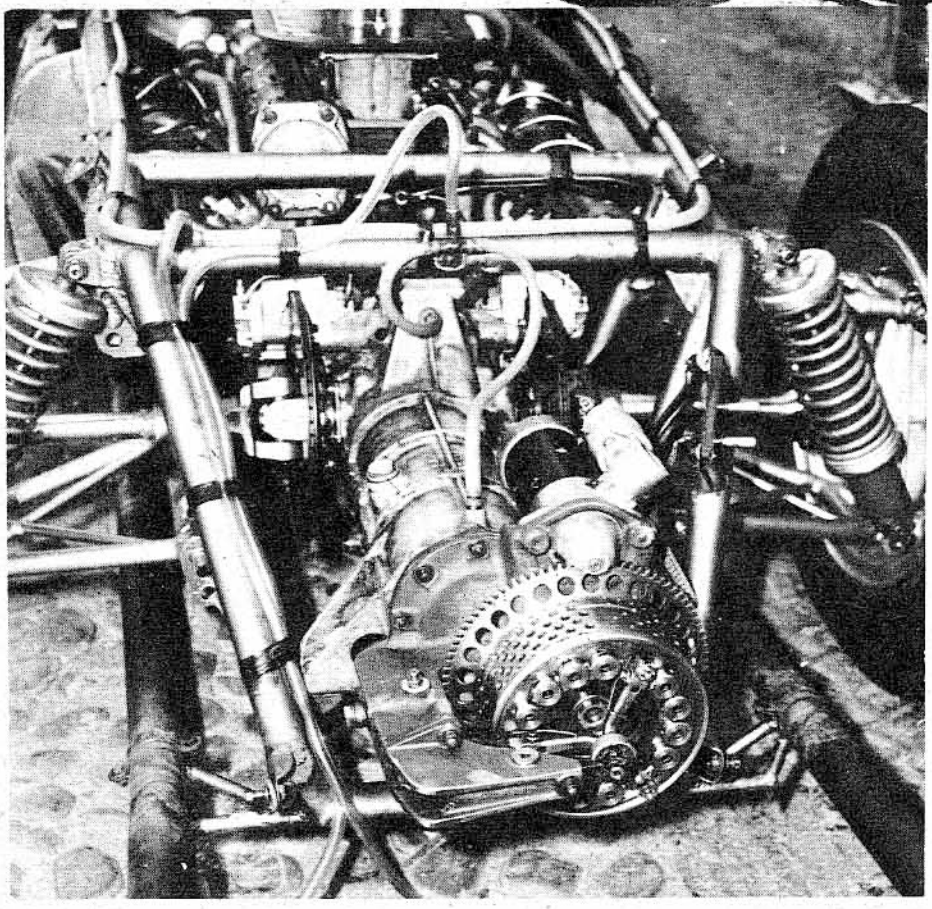
MOTOR RACING
and
ECONOMY CAR NEWS

6th Year - No. 5 - Hollywood, Calif.
(Published bi-weekly except last issue of calendar year)

JAN. 6 - 13, 1961

25c





Here's the New Form. 1 Ferrari

TOP IS a ¾ view of the new 1961 Ferrari 1500cc Formula 1 rear-engined Grand Prix car. It will try to stem the surge of the Cooper-Climax and Lotus - Climax this season. Rear engine and suspension are shown in the other excellent photo by Al Piste. Other photos of the new Italian racer on Page 4. Here are the specifcations:

Engine type	156/Dino
Cylinder setup	6-V-60°
Displacement	1489.350 cc
Cyl. displacement	248.255 cc
Bore	73 mm
Stroke	58.8 mm
Compression ratio	1 to 9.8
Max b.h.p. at 9000 revs	180
Four overhead camshafts, Magneto ignition.	
Wheelbase	2300 mm
Front & rear track	1200
Dry weight	452 kg
Front tires	5.25 x 15
Rear tires	6.00 x 15
Front & rear suspension: independent, by helicoidal springs.	
Rack and pinion steering, Lattice frame, Disc brakes, Five speed gearbox and reverse, Dry multiple disc clutch.	

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O'Shea Home 1st In Old Yeller

By ERIC HAUSER
Special to MOTORACING

LAS VEGAS, Nev., Dec. 11—Former national SCCA modified champion Paul O'Shea showed a lot of class and skill in handling Max Balchowsky's Old Yeller II today to win the main event from another former national SCCA champion, Jack McAfee, driving Betty Shutes' excellent Porsche RSK. Third was an unknown shill named Eric Hauser, claiming to be the Pasadena Freeway champion, who cashed in for an overall win on Saturday in the Larkin-Hauser Lioncage, but sevened-out with a thrown tread on the last lap of the Sunday race while trying to regain the lead from "slot-machine" O'Shea.

Today, Bat Masterson was 4th in the Batmobile II, and Art Snyder 5th in a Lola. O'Shea averaged 80.05mph for the 20-lap race over the 1.7-mi. course.

Prior to the race, professional gamblers had Jack McAfee on the short end of 3 to 1 odds, but Jack showed all of his old fire and skill by pitching the RSK around like a hyper-thyroid crapshooter, swapping the lead with Hauser and O'Shea at least 15 times during the 1st half of the race. But Jack was trying to make his point the hard way (small displacement) and O'Shea won the pot.

The Las Vegas circuit is a rather short course with only one long straight and seemed to almost equalize the small and big cars. The 3500-foot straight finally decided the issue as O'Shea assumed command at 140mph on the 12th lap, after pacing himself with the coolness of a professional gambler.

(Continued on Page 4)

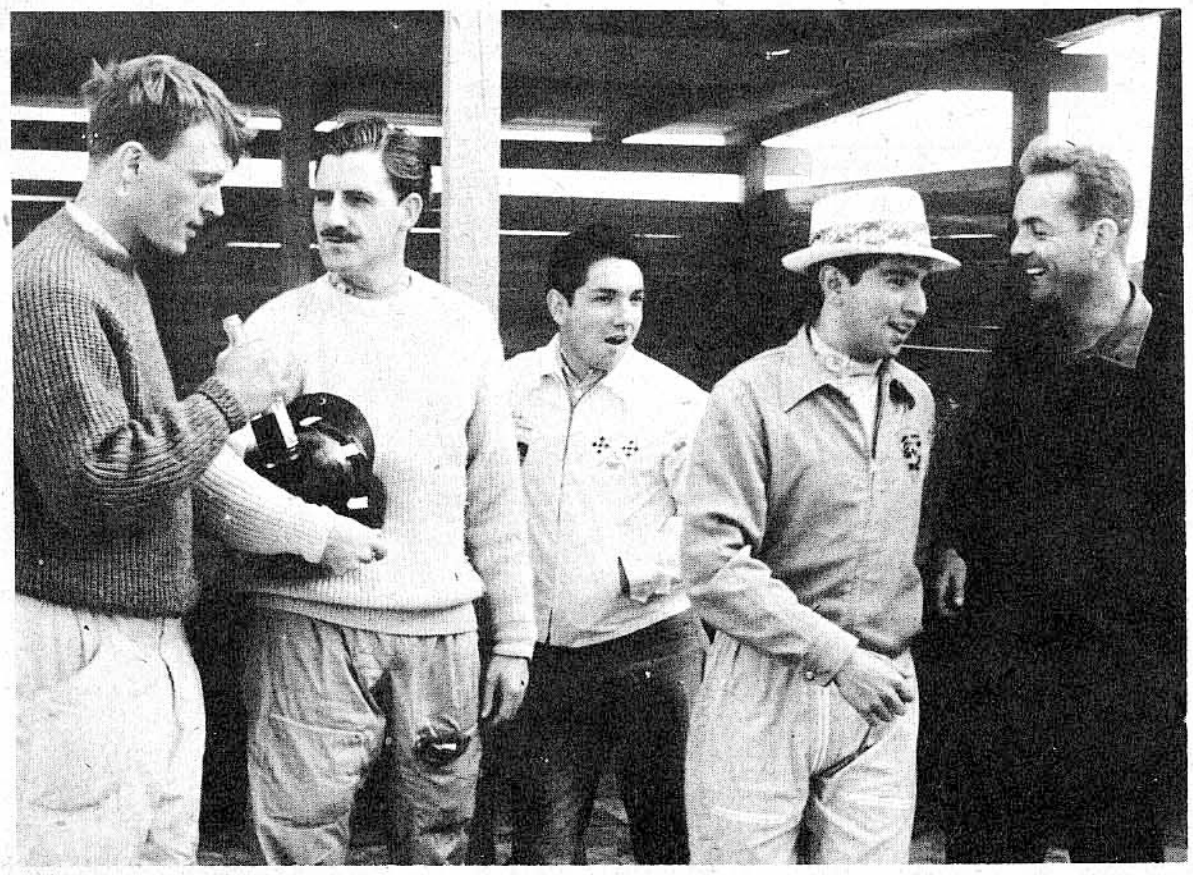
Vignettes
By Gus V. Vignolle

- $$$ BUST
- RACE WRITERS
- CHECK ESQUIRE

IT IS PRETTY well known by now that the recent F1 US Grand Prix was a financial fiasco that left in its wake a flock of unpaid bills.

Of course, it was unfortunate, but the promoters are said to be making an honest effort to get untangled. They felt they were the victims of "a pre-planned elaborate scheme to undermine our efforts, against which we were virtually powerless."

(Continued on Page 3)



CHATTING AND relaxing in the pits before the recent big race at Nassau are, left to right: Dan Gurney, Graham Hill, Pedro Rodriguez, Ricardo Rodriguez and Phil Hill. The race was won by Gurney in a Lotus Monte Carlo, with the Rodriguez brothers 2nd in a 3-liter Ferrari. (MOTORACING photo by Manuel Otumba)

SPORTS CAR RACING SAFETY STUDY SET

SANTA BARBARA, Calif., Jan. 4—The Safety Research Foundation will begin a program of studies in sports car racing starting soon, it was announced here today by Foundation president David S. Clapham.

"The purpose of these studies is to correlate certain aspects of psychology, physiology and speed with the intent of producing the most safety for competitors," Clapham said. "There has been such a rapid change-over the past few years in the keenness in competition and speeds attained by amateur drivers that we felt that it was time to do an up-to-date study of the factors involved which affect the safety of these individuals at these higher competitive speeds."

The Safety Research Foundation is a non profit corporation devoted to the scientific study and research of safety at competitive speeds as it pertains to motorsport, according to Clapham. It is supported by contributions from interested businesses and individuals. Inquiries may be drected to its counsel, Rogers and Wilcox. 15 E. Carrillo Street, Santa Barbara, Calif.

FERRARI GAS TANK QUESTION RAISED

Aftermath of last month's Nassau race has brought a question during the past fortnight over the size of the gas tank of the 3-liter Ferrari driven to 2nd place by Ricardo and Pedro Rodriguez of Mexico City.

It was a pit stop late in the race by Ricardo that cost him victory, for it was at his point that Dan Gurney went into the lead in his Lotus Monte Carlo and on to victory.

In Mexico City, Pedro N. Rodriguez, Sr., father of the 2 boys, charged the Ferrari pit manager with "the unpardonable error" of failing to place more fuel in a gas tank said to have had a capacity of 57 gallons. This, he said, was enough for 300 miles (the Nassau race was a little under 250), and that the car had been prepared in Modena specifically for this race.

They started with 40 gallons and put between 10 and 15 during the telltale pit stop. Rodriguez said 15 gallons remained in the tank at the finish and that actually it was unnecessary to pull the boy into the pits.

A spokesman in NY for Luigi Chinetti of Ferrari, who entered the factory car, said the auto raced under FIA regulations which called for a tank capacity of 120 liters (between 31-32 gallons).

(There was a rumor at Nassau of installing a larger tank, but that a combination of a time element and the crew's reluctance to do the work prevented the installation.)

There were even reverberations in Nassau last week. Said "Red" Crise, the race promoter: "The Rodriguez team was most disappointed and to this minute remains the big question of the entire meeting. Did Ricardo have to stop or not? Who called him in for fuel? Did they have enough to finish? Papa has been quoted as saying he thought Ricardo was tiring, but then Pedro replaced him and turned in slower laps. Could the great Ferrari have stayed ahead of the Gurney-Arciero Lotus?"

Sr. Rodriguez said he left everything in the hands of the pit chief and that his request was only that Pedro take over IF a pit stop was necessary, since it offered the older

(Continued on Page 3)

Another One For Moss; This Time In a Porsche

CAPETOWN, South Africa, Dec. 18—Stirling Moss of Great Britain, driving a Porsche, won the international 150-mile Cape Grand Prix auto race at the Killarney circuit in one hour, 48 minutes.

Joakim Bonnier, Swedish champion and also in a Porsche, was 2nd.

Kitty Landry WSCC Prexy

Kitty Landry, past vice-president, has been elected president of the Women's Sports Car Club (LA) for 1961, succeeding Irma Payne.

Other officers are: Roberta Reeves, vice-president; Jan Detrick, recording secretary; Gerri Colburn, public relations secretary; Dee Hildebrand, corresponding secretary; Winkie Takahashi, treasurer; Jane McKeown, race coordinator.

Annual installation banquet will be held Feb. 4 at the Ambassador Hotel.

Race Drivers' Club Picks Strother Jones

SAN FRANCISCO, Jan. 4—Strother Jones, San Anselmo, who formerly raced a Lotus and now campaigns a BMC Jr., has been elected president of the Racing Drivers' Club.

HERE ARE FIGURES ON TIMES-MIRROR RACE

REPORT OF RESULTS OF ACTIVITY
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Times-Mirror Grand Prix for Sports Cars

Held (on) (from) (Saturday) October 15, 1960 and (State Kind of Activity) (Sunday) October 16, 1960
(Date or dates must be shown)

RECEIPTS:		
Ticket Sales or Admission Charges	$127,357.02	
Sale of Advertising Space	7,726.28	
Returns from sales of refreshments, novelties, and/or operation of concession booths		
Other receipts (Itemize)	246.03	
Total	135,329.33	
Federal, State and City Taxes		
TOTAL RECEIPTS (less Federal, State and City Taxes)		$135,329.33
EXPENSES OF SOLICITATION OR ACTIVITY:		
Salaries, Wages, Commissions	$ 8,126.57	
Remuneration to promoters or managers		
Remuneration to Entertainers or Participants		
Commission to any organization authorizing appearance of artists or entertainers	2,465.00	
Music		
Rental (auditorium, hall, building, store room, grounds, or other space)	17,108.55	
Rental or purchase of equipment	2,956.00	
Disbursed for reservation charges (such as per plate costs, etc.)		
Food purchased (for luncheon, dinner, banquet, barbecue, etc.)		
Cost of refreshments, novelties, etc. for resale		
Decorations, favors, costumes, uniforms		
Prizes	30,466.22	
Printing, postage, stationery	2,145.06	
Telephone, telegraph, radio, television time	1,080.43	
Advertising costs	5,541.21	
Publicity costs		
Transportation	3,703.94	
Track Expense	5,749.78	
Other expenditures (Itemize) Insurance etc.	838.24	
TOTAL EXPENSES OF SOLICITATION OR ACTIVITY		$ 80,181.00
NET REMAINING FOR CHARITABLE PURPOSES		$ 55,148.33

DISTRIBUTION OF FUNDS — Furnish detailed information. If solicitation was in behalf of another organization or association show its NAME, ADDRESS, DATE funds were released and AMOUNT.

To Los Angeles Times Mirror Charities for ____ $ ____
further distribution by the Board of Directors. ____

THIS REPORT MUST BE SIGNED BY TWO OFFICERS OF THE ORGANIZATION

The Times-Mirror Company (Name of Organization) December 13, 1960 (Date Submitted)

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[signature]	President	202 W. First St., L.A.	53	MAdison 5-2345
	Treasurer	202 W. First St., L.A.	53	MAdison 5-2345

WHAT WAS the "take" for the LA Times-Mirror charity sports car races at Riverside last Oct.? Here are the figures, revealed for the 1st time in MOTORACING.

Cal Club Names 1961 Candidates

Incumbents choosing to run for re-election of the 1961 Board of Governors of the Cal Club are Ed Freutel, Dick Hayward, D. D. Michelmore, Curt Warshawsky and perennial Bill Pollack. Other Nominating Committee choices: Jim Crow, Kas Kastner, Joe Lubin, Sandy Lucas, Lance Reventlow, John Rich, Lew Spencer, Otto Zipper.

Due to gain strong backing as a write-in candidate is Walter Coleman, CSCC grid steward for the past 6 years. Six members are to be elected, and Coleman's backers said his name plus those of 5 others must be chosen on the ballot.

Thompson's Auto Speed Show Jan. 11-15

Speed king Mickey Thompson stages a spectacular Auto and Boat Speed Show Jan. 11-15 at Shrine Audtorium, Los Angeles.

Featured will be Thompson's own 406.6mph "world's fastest car", in its only LA appearance. There will also be over 100 cars, boats and motorcyles with world record holders from every field. There will also be a great collection of sports cars.

Movies of the 1960 Indy 500, Bonneville Speed Trials, boat and drag races will be shown at every day of the show.

Final Pacific Coast Point Standings For 1960

By ERIC HAUSER

Once again I would like to thank the drivers for their sportsmanship in abiding by my occasionally arbitrary awarding of points and in forgiving occasional errors which I have tried to rectify.

As usual, not all of the good drivers are listed in the point standings. This is due to many DNF races or, more frequently, due to an insufficient number of races.

Last year, 3 of the drivers who earned only enough points for an honorable mention at the end of the year went on to win their category in 1960. These drivers were Bob Drake, Tony Settember, and Jay Hills. So keep on trying, fellows. All you need is a good car, and maybe someone will provide you with one in 1961.

Rather than give an honorable mention to certain drivers who failed to make the point standings this year, I have instead compiled a list of outstanding drivers who are certain to attain listed ranking in 1961 if someone will give them a steady ride in a good car. These drivers are:

Bob Bondurant, Chuck Daigh, Bill Dixon, John Dixon, Gordy Glyer, Chuck Howard, Skip Hudson, Don Hulette, Jack Mathes, Bob Oker, Pete Woods, Clem Proctor, Sam Taylor, Lew Spencer, Fred Church, Troy Clem, John Barneson, Bob Cole, Roger Slowi, Steve Dredge, Gary Beitel, Ron O'Dell, Bob Greenland, John Lumkin, Jack Rebney, Jim Larkin and Alan Fordney.

In closing, my sincere apologies to anyone who feels his name should be on the above list. I've been wrong before. Just bear in mind that in 1953, Stirling Moss was not considered good enough for a factory ride, and with some financial assistance from his father, bought his own G.P. Maserati and proceeded to give Fangio fits for the entire season.

Following are the complete and final point standings for 1960. Generally speaking, a driver has received 1 point for each car he has beaten in his own class or in a faster class. No points awarded for beating a DNF car. During the year I have had to make a few arbitrary adjustments but have tried to stick closely to the 1 point per car rule. I think it is fair to generalize that the higher the number of points, the tougher the competition, with the Corvettes as an exception to this rule.

MAIN EVENT

1	Bob Drake	Maserati	219
2	Dick Morgensen	Ferrari	186
3	Jim Connor	Maserati	145
4	Bill Krause	Maserati	140
5	Max Balchowsky	Old Yeller	114
6	Don Hulette	Lister-Chev.	113
7	Jim Chaffee	Chev.	109
8	Bat Masterson	Chev.	105
9	Jack Nethercutt	Ferrari	104
10	Jack Graham	Ferrari	100

CLASS E MODIFIED

1	Ken Miles	Zipper-Estes Por.	142
2	Scooter Patrick	Adam-Mitch. Por.	131
3	Jack McAfee	Porsche RSK	116
4	Steve Herrick	Porsche RSK	59
5	Bob Challman	Lotus-MG	45
6	Chuck Parsons	Lotus-Ferrari	43

CLASS F MODIFIED

1	D.D. Michelmore	Porsche RS	149
2	Emil Pardee	Porsche RS	99
3	Don Wester	Porsche RS	68
4	Jay Chamberlain	Lotus	64
5	Lew Florence	Lotus	53

CLASS G MODIFIED

1	Art Snyder	Lotus	167
2	Kurt Neumann	Lotus	116
3	Frank Monise	Lotus	97
4	Art O'Connor	Lola	85
5	Don Maslin	Lotus	75
6	Randy Cowherd	Lotus	68

CLASS H MODIFIED

1	Harry Jones	Lotus-Fiat	281
2	Chuck Gounis	Fiat-Crosley	184
3	I. Lindquist	SAAB	89
4	Geo. Schillreff	SAAB	87
5	Jack Sparks	Miller-Sparks	86
6	Hugh Pryor	Sondra	83
7	Bill Molle	Fairchild	79
8	Don Miller	Miller	57

CLASS B PRODUCTION

1	Tony Settember	Corvette	103
2	Dave McDonald	Steves Corvette	92
3	Vince Mayell	Corvette	61
4	Buford Lane	Washb. Corvette	49
5	Scott Briley	Corvette	48
6	Bob Dickson	Corvette	47
7	Bill Sherwood	Corvette	44
8	Doug Hooper	Corvette	43

CLASS C PRODUCTION

1	Peter Culkin	MB 300 SL	129
2	Hap Richardson	Jaguar	66
3	Gary Yonemoto	MB 300 SL	56
4	Frank Saraga	Jaguar	32
5	Dave Troeffer	MB 300 SL	25

CLASS D PRODUCTION

1	Jay Hills	Porsche C.	146
2	Bob Windhorst	AH 100 S	104
3	Ron Bucknum	AC Bristol	103
4	Pete Haywood	AC Bristol	84
5	Rick Hilgers	Morgan	62
5	Pete Kunkle	AC Bristol	57
7	E. Mendenhall	Porsche C.	54
8	Ted Conrad	Porsche C.	48

CLASS E PRODUCTION

1	Geo. Follmer	Porsche	192
2	Dan Stephens	AH	187
3	Bob Kirby	Porsche	184
4	Dr. Ken Hayes	Morgan	169
5	R. W. Kastner	TR3	166
6	Bill Hinshaw	Porsche	155
7	Frank Copeland	Porsche	141

CLASS F PRODUCTION

1	Ed Barker	Porsche	256
2	Ray Pickering	Elva	212
3	Charles Gates	Porsche	179
4	Steve Froines	Alfa Romeo	162
5	Tom Milana	Alfa Romeo	139
6	Ed Mackey	Alfa Romeo	126
7	Chuck Kessinger	Alfa Romeo	107

CLASS G PRODUCTION

1	Willie West	Alfa Romeo	114
2	Bruce Augustus	Alfa Romeo	47
3	John English	Alfa Romeo	41
4	Jim Fouch	Alfa Romeo	34

CLASS H PRODUCTION

1	David Grossman	Sprite	237
2	Paul Cunningham	Sprite	136
3	Bill Young	Sprite	134
4	Dick Boyle	Sprite	115
5	L. E. Randolph	Sprite	102
6	Bud Smith	Turner	84
7	Bob Bent	Sprite	76

CLASS I PRODUCTION

1	Hud Stephenson	Fiat-Abarth	172
2	Dan Parkinson	Fiat-Abarth	112
3	George Kendall	Fiat-Abarth	44
3	M. Silvi	Fiat-Abarth	44

WOMEN — OVER 1600cc

1	Barbara Windhorst	A-H 100 S	104
2	Ginny Simms	Corvette	75
3	Paula Murphy	A-H	44
4	Gail Liebaert	Ferrari	29
5	Mary McGee	Corvette	28
6	Audrey Edinger	Corvette	25

WOMEN — UNDER 1600cc

1	Betty Shutes	Porsche RSK	174
2	Joan Galloway	Lotus	155
3	Prudence Baxter	Lotus	119
4	Shirley Reitz	Elva	76
5	Charlotte Duncan	Lotus	75
6	Alice Warren	Alfa Romeo	73
7	Norah Taylor	Lotus	54

FORMULA JUNIOR

1	Jack Flaherty	BMC	108
1	Jay Chamberlain	Lotus	108
3	Don Wester	Elva	78
4	Tom Handley	Stanguellini	64
5	Jim Parkinson	Gemini	53
6	Bill Krause	Stanguellini	49
7	Walt Hansgen	Cooper	48
8	Bob Gould	Stang.	46
9	Ken Miles	Dolphin	43
10	Ed Leslie	Lotus	40

LION CAGE SPL.
(Ex-Old Yeller Mk. I)
needs a partner with a modified Corvette engine.

Larkin going skiing for 6 months.

Will rename car to suit new partner. Contact ERIC HAUSER, 252 So. Ave. 50, L.A. 42—Phone CL 5-1896

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If on the ballot, VOTE for him — If not, WRITE IN your VOTE for Walter Coleman
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Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.

ANSWER TO SPARKS

After reading "Rally Sparks" in your current issue of MOTORACING the following letter seems only fitting.

To honestly report, without bias, on an event in which you have just competed is very difficult. It is even more difficult if you have competed and done poorly. This seems to be the case in Duane Sparks' report on "Rally de Noel".

After examining Duane and Jerrie's score from checkpoint to checkpoint it becomes obvious that they not only missed the alleged bikini type signs, but they also strayed from the named road, forgot to amend their route instructions at least twice, miscalculated a time turn, multiplied by a fraction when instructed to divide, missed "obscure" signs such as RIP "Gold Trees" (over 75% of the contestants found these) which brought them into a 300-second control point, and on their very own took a 1¾-hour tour off course. Yes, it appears that Duane and Jerrie had a bad day!

True, we handed out artificial errors but there were no intended missed checkpoints; 94% of the contestants finished the rally.

"Of what purpose is it to navigate a series of 1 or 2-second legs if a single miscue is to result in an arbitrary 12-minute penalty?" If we replace the words "12-minute penalty" with MCP (missed checkpoint) we could be talking about any one of many of this year's championship events in both Northern and Southern California.

Much effort was spent on Noel in order to make all of the contestants' major mistakes worth exactly 700 points. Therefore a contestant who ate lunch in the wrong town was no worse off than one who strayed off Howard road and came into the next checkpoint from the wrong direction.

Noel has never been known as a regularity run. It was, and I hope always will be, a rally of championship caliber in which the winners will never have to be decided because of a 3-second misscall.

HOWARD SCHELL
Livermore, Calif.

ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

While 1959 was the year of the economy imports and 1960 was the year of domestic compacts, 1961 is the year that has the experts hedging.

Two things, we gather from the handouts gear-deep at our desk, are clear. Foreign manufacturers, licking wounds from the compact onslaught, are preparing to continue to do battle in the American market; and, for the first time since before World War II, Detroit is seriously eying the international market.

Just about the most interesting of the year-end statements comes from Carl H. Hahn, general manager, VW of America, Inc., who predicts that nearly 200,000 VWs will be sold in this country in 1961.

Sales for 1960 are expected to total 185,000, up 35% from 1959. Like all importers, the gold balance being what it is these days, VW is stressing its investment in American raw materials and machine tools. The efficient German company is also planning a 20% increase in its dealer organization, now at 700, in this country.

VW of America will occupy its new $2½ million headquarters in Englewood Cliffs, N.J., by the end of 1961; and Hahn concludes:

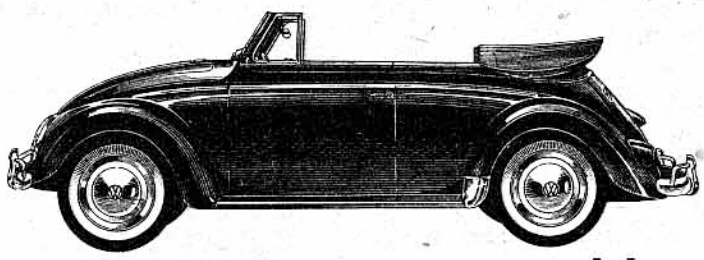
"We are certain the quality of our product, the strength of our organization and the soundness of the small car philosophy warrant our continued optimism."

The first word from Renault for a long time is that the French importer expects to sell 75,000 of its 4CVs, Dauphines, Caravelles and trucks here in 1961.

This appears to be traditional

(Continued on Page 3)

$20,000 (Dollars, not Pesos) Prize Fund
Mexico City Autodrome – Jan 15
7 Races — Touring, Grand Touring & Formula Jr.
$2400 to Winner of 40-lap F. Jr. Feature (3.2-Mi. paved course)
Cash for first 10 places ($160 for 10th)
For Entry Blanks and Further Details Write to
EVENTOS AUTOMOVILISTICOS
Paseo de la Reforma 52-1 Phone
Mexico City, Mexico 46-01-01



Volkswagen Convertible
(an air-tight case for owning an open-air car)

The top of the Volkswagen Convertible is like no other. It is air-tight and water-tight because it *overlaps* the windshield frame. It has a real glass rear window and is completely lined and padded — no struts or crossbars show.

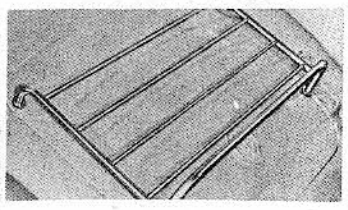
The VW Convertible shares every mechanical virtue of the sedans. The air-cooled rear engine can't freeze or overheat. No anti-freeze needed. All wheels are individually suspended with torsion bars (uncanny control over the roughest roads). You get 32 mpg — regular driving, regular gas. You can go 70 mph all day and park where others can't fit. The best way to get the feel of a Volkswagen Convertible is to slip behind the wheel and drive one. Come in and do it . . . this week.

41 Dealers in Southern California

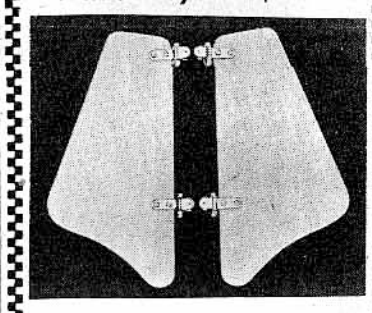
AUTHORIZED DEALER

SALE ★ SALE
Manufacturer Reducing Inventory of Accessory Lines at Cost Prices

MGA GRILL GUARD
Finest made. Reg. $29.95
Your Price $14.97



LUGGAGE RACK
Fits All Sports Cars
Triple chrome. Reg. $39.95
While they last $17.97



WIND WINGS
MGA-Sprite-AH-TR2, 3
Reg. $16.95 Now $9.95
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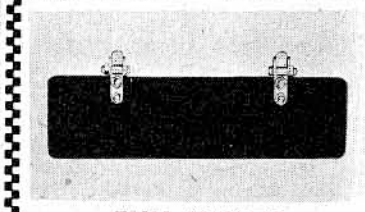

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• Vignettes

BY GUS V. VIGNOLLE

- SAD NOTE: FORMULA 1
- RACE A $$$ BUST!

(Continued from Page 1)

That there was an out-and-out boycott of the race at Riverside Raceway is difficult to prove.

The event got a miserable press from the LA metropolitan snapper-wrappers. But you don't have to be a mental giant to realize that when it comes to racing the LA snapper-wrappers (newspapers, to you) are interested ONLY in races which they themselves promote to benefit ONLY their interests and charities.

Compare the publicity given to races promoted by the LA Times and Mirror and Examiner and Herald-Express with the space given to the US Grand Prix.

The promoters have paid all the foreign teams. The Formula Junior winners have not yet been paid and, as of this writing, neither has Lance Reventlow been advanced his starting money.

In all cases the situation has been explained to the entrants concerned. They are legitimate debts, but for the moment must remain as accounts payable, the promoters say. Money also still is owed to the Cal Club for services rendered, plus the agency that handled the publicity and a number of smaller LA accounts. "One day we hope everyone will be paid," says **Reginald S. Smith**, the general race secretary.

Roy G. Lewis, president of the Raceway, is out about $17,000 — 10 grand he advanced the promoters to pay the foreign teams, plus some $7000 for other bills.

The race netted about $75,000 (admission of $7 and $9 was much too high). As close as we can figure, this represents a paid crowd in the vicinity of 10,000. For the stature of a world championship GP, this is plain l-o-u-s-y.

Meanwhile, you'd like to know there is nothing to the rumor the 12-hr. Sebring race will be staged at Riverside. It's going on at that Florida hole-in-the-earth March 25 — sports 700cc-3000cc and Grand Touring 1000cc — unlimited, with a Formula Junior race on the 24th.

• • •

A Salute to Beaumont & Nolan

Two local sterling writers of road racing — **Charles Beaumont** and **Wm. F. Nolan** — figure in the news.

Beaumont, whose excellent and provocative letters have been published in MOTORACING, won a $1000 bonus for the best article appearing in PLAYBOY magazine in 1960. It was a passionate and penetrating essay on **Chaplin** in the March issue.

And in the Jan. issue of PLAYBOY, Nolan did the special research on "**Hemingway** Speaks His Mind." Nolan wrote "Daredevil With a Slow Drawl," an excellent yarn on **Masten Gregory** in the Feb. (1961) issue of SPORTS CARS ILLUSTRATED (soon to be renamed CAR AND DRIVER).

Beaumont and Nolan will be recalled for their great achievement in editing the titanic OMNIBUS OF SPEED, published in 1958 by **G. P. Putnam's Sons, NY.**

And still another great motoring writer, **Ken Purdy**, is announced in the current issue of PLAYBOY as the 1960 bonus fiction winner for his eminently entertaining Oct. story, "The Book of Tony."

Harpoon for Detroit Elephants

Beaumont & Nolan put it beautifully in their introduction to OOS: ". . . Now it requires the closest scrutiny to distinguish one make from another, for our cars have become as uniform as a line of circus elephants. They are gaudy, vulgar, over-priced, poorly constructed, relatively unsafe, too long and too heavy and, in all, an insult to the taste of a nation that deserves better. There is nothing to recommend these overstuffed ballerinas we call cars, not even their basic reliability — for many of the world's machines have this virtue in common. There is nothing to justify them, either. The men of Detroit who continue to perpetrate the grim joke are either deceitful or hopelessly misguided. Their excuse, of course, is that 'this is what the average American wants to buy.' Incorrect. The average American has little choice. Unless he decides upon outright rebellion and buys either a Corvette or practically any foreign car, he is forced to take one of the tipsy, gas-guzzling, five-tone, five-ton, power-chrome road freaks currently on tour. (OOS was published in 1958, prior to the US compacts.—Ed.)

"It is our prediction that the Volkswagen, the Renault and the Recession are going to push the Big Three — and their satellites — into a position where they must revise their automotive thinking. If they don't, they may very well disappear from the face of the earth, just as the mammoths of another age did."

Just from the above you can quickly see that Messrs. Beaumont & Nolan have more than plenty on the pelota.

• • •

Some Awfully Incredible Things

Note to W.C.: Club Le Circle did not send this paper one line before or after the recent concours d'elegance at the Beverly Hilton. . . . Nor did the LA SCCA send out results of its 1961 election of officers. . . . Incredible: the Cal Club hiring the flackery that formerly handled the LA SCCA. . . . Also incredible: **B. Pollack** deciding to run (AGAIN!) for the Cal Club's Bd. of Pharaohs. . . . By the way, vote for a right guy as a write-in: **Walter Coleman**, grid steward for 6 years. . . . Date for the CBS coast-to-coast Sports Spectacular on Nassau's races has been changed to Feb. 5. Sponor is Schlitz cerveza. . . . Sage observation by **John Edgar:** "There are too many club races in which street Porsches chase street Porsches, street Corvettes chase street Corvettes and the little Sprites chase each other. Then people will not go to good races." . . . Don't miss "Modifying the Compacts," **Robert Cumberford's** 10 designs, to turn today's compacts into miniature classics, by **Diana Bartley** in the current issue of ESQUIRE magazine. It's a humdinger.

An Open Letter To Southern California Road Racing Club Officials and Members

"Half a loaf is better than none."

It has recently been stated by some SCCA race official that there is no real problem about scheduling an SCCA race in the LA area in direct conflict with the Cal Club's Santa Barbara races because there are enough cars to supply both clubs with a good entry list.

Baloney!

Whoever said that has been smoking opium. The true fact of the matter is that there are not enough good cars to support ONE club race, let alone 2 on the same date. Recent races have brought out a pretty miserable selection of rather flea-bitten specials in the modified classes, and Corvette entries are down as much as 70%.

Despite the fact that many production car races are actually more interesting, the big crowds are pulled in by the more glamorous modified cars. I contend the attendance figures at the recent Grand Prix sports car events support this opinion.

Amateur club racing has been in a decline since the middle of 1958, both from the standpoint of attendance, and also from the standpoint of caliber of modified entries. So. Calif. race fans have become jaded and complacent. Sports car racing is no longer a fascinating novelty. Most of the modified car sponsors have lost interest. Many top drivers are now in Europe or have no ride at all. New entrants to the sport have failed to keep up with the number who have dropped out, particularly in the sponsored modified category.

Most of these facts are self-evident and presumably beyond dispute. Furthermore, the situation will probably get worse.

Then where do we go from here? The **first problem** is to keep the sport alive! The surest way to accomplish this is for the 2 Calif. clubs to organize a joint fund-raising committee similar to that employed by symphony societies and other artistic pursuits whose public following is insufficient to make them economically self-supporting. This joint fund, when collected, would be used as a subsidy to support institutional type races at desirable sites like Laguna Seca, Santa Barbara, Pomona, Palm Springs, and I hope, Las Vegas. I would not approve of the fund subsidizing losses at remote sites like Minden, Nevada. The money should be used to make up deficits incurred at key sites, to insure their perpetuation.

The SECOND STEP is to eliminate cut-throat competition between the 2 clubs for race dates and race sites. Both professional baseball and pro football have "czars" who settle disputes between various members of the leagues. I believe an arbitration committee should be formed by the 2 Calif. clubs to resolve disputes and prevent ruinous competition.

A **third step** might be to consolidate resources like fire extinguishers, snow-fencing, office space, etc. I do **not** believe in consolidating the 2 clubs. Healthy, controlled competition is a wonderful thing and will keep both clubs from becoming autocratic or suffering from other Westport diseases. A desire to surpass SCCA is the principal reason for the success of the Cal Club, and now the local SCCA is giving the Cal Club some of its own medicine. The net result has been 2 wonderful racing clubs, and I'd like to keep it that way.

My **4th and last** suggestion is to attempt to eliminate the "dog in the manger" attitude with regard to race sites. I would like to see Cal Club give SCCA one of its Santa Barbara race dates in exchange for a Cal Club race date at Palm Springs or Las Vegas. By this I mean that SCCA will stage the race at Santa Barbara — not at its own site, and Cal Club stage the race at Palm Springs using the SCCA race date for that course. Some form of profit-sharing plan might be feasible, not necessarily on a 50/50 basis.

I have been active in many sports, but in no other sport have I met as many wonderful, unselfish and dedicated enthusiasts as I have in road racing. No other sport has the same degree of national and international affiliations and friendships, and no other sport supports as many publications related to the sport. Road racing has an intrinsic value that is hard to define — but no one in the sport will deny that it exists. Road racing is almost a way of life to many of us — and if the sport dies, a part of us will die along with it.

I sincerely believe that amateur club racing is headed towards bankruptcy, and I do believe it is more important to save club racing than it is to save pro sports car racing in which only a fortunate few are able to actively participate.

Many of the original hard-core of enthusiasts who really loved the sport have fallen by the wayside. Before I, too, become jaded and drop out, I would like to see some assurance of the perpetuation of the sport. The foregoing suggestions are my contribution.

I earnestly hope they are reasonably sound and worthwhile. Now it's up to you. If you care, write to your club officials and give them your ideas, or let them know you support mine. Also write Gus Vignolle. editor of MOTORACING, to give him an idea of how much support there is for these ideas so that he can supply a little pressure on club officials from this end. Do your bit to prevent the clubs from committing suicide and killing the sport along with themselves. Write your club officials. Good luck.

AN OLD FRIEND OF SPORTS CAR RACING.

(Name withheld by request)
Los Angeles

ECONOMY CAR NEWS

(Continued from Page 2)

Gallic disregard for the facts of current automotive competition, as only 58,000 of these vehicles were sold here in the first 10 months of 1960.

The company also says that it has commenced a sharp increase in automotive shipments to this country. The biggest single shipment (310 cars) to arrive since August, was scheduled to reach Newark on Christmas.

Michel Koundadze, executive vice president of Citroen Cars Corp., N.Y., lets us know, though no figures are included, that Citroen was one of the few foreign manufacturers who gained rather than lost sales in this country in 1961.

He predicted — and the Citroen IS different — "that the US market will expand for those importers producing a different kind of car", and announced that the French manufacturer will introduce a new $1600 compact, 4-passenger car this spring. This will put Citroen directly in the highly-competitive under $2000 auto market.

SAAB of Sweden, exporters of the 4-wheel-drive sedan and station wagons, wants us to know that an ideal balance of trade exists between itself and suddenly dollar-conscious Uncle Sam.

Among other things, SAAB imports American Chryslers and Valiants. In fact things are so efficiently arranged that the same Swedish ships that bring Saabs to these shores, carry back the Chrysler cars that are distributed by Saab in Sweden.

As one automotive columnist puts it, "The American automobile industry has decided to try to make a car available to everyone in the free world before trying to sell 2 or 3 cars to every American family."

The controversial decision of Ford of Detroit to take over Ford of England is said to be in line with a basic decision among American manufacturers that the world market offers more growth potential than the domestic market.

This line of reasoning assumes that it is cheaper to make a basic car — like VW — that can fit all needs of all people in any other country of the world (and a goodly share here) than fuss with the finicky tastes of the American 3, 4, and 5 car families who don't like 2 cars of the same kind in any garage.

In the past, Detroit has not been interested in this market because of the high price of its own product and the lack of people able to pay it in other parts of the world. It now appears to believe that the standard of living is rising so rapidly in even under-developed countries that the once lowly peon will soon be able to afford at least an American compact (or yet-to-be-introduced American economy cars).

We don't buy this kind of reasoning, a part of our life having been spent in the so-called under-developed areas of the world, but American Motors (and who are we to disagree with George?) is said to be establishing outposts in Africa. Chrysler Corp. has also recently denied British press reports that it was seeking a big piece of Britain's Standard-Triumph auto combine.

We don't have to look at the new auto registration reports to know that the newest crop of American compacts are being eyed, tried and purchased. Consumer Bulletin is still kindest to the revamped version of the first compact of them all — the Rambler American. It judges the 1961 version — first change in 13 years — "a very good car of its type" and recommends it for those who "want economy both in purchase price and in operation."

It praises the Buick Special for its handling qualities, riding comfort, acceleration, and good gas economy. It cites as the most important feature of the "Special", its new aluminum alloy V-8 engine (shared by the Oldsmobile F-85 and GM's "Tempest").

It judged Dodge's new "Lancer" "a satisfactory car of its type", with adequate acceleration and good gasoline mileage. The magazine doesn't like the brakes. Instruments tested in the above 3 cars, speedometer included, all ran fast.

STATS: Some 14,635 VW passenger cars were sold in this country in October. The total for Southern California was 1,664. This was 9th in all types of cars sold in this area. VW sales in So. Calif. through the first 10 months of 1960 total 9,773 compared to 7,475 for the same period in 1959.

Production of American compacts through Dec. 17th for the year 1960: Ford's Falcon, 489,773; All American Motors, 470,098; Chevy's Corvair, 248,467; Ford's Comet, 194,027; all Studebaker - Packard, 104,025; Dodge's Lancer, 48,261; Oldsmobile's F-85, 36,709; Buick's Special, 33,912; Pontiac's Tempest, 27,458.

BIG MEXICO CROWD DUE

MEXICO CITY, Jan. 5 — A crowd of nearly 75,000 fans is expected for a series of 7 pro races to be staged at the municipal Sports City Autodrome here Jan. 15. The feature race is a 40-lap Formula Junior event over the 3.2-mi. paved course.

First prize for the FJr. race is $2400 (dollars). There will be cash for 10 places. Total prize fund is $20,000 (dollars).

Among entrants for the feature are Ricardo Rodriguez (Cooper), Pedro Rodriguez (Scorpion), and Ken Miles (Dolphin).

Ferrari Gas Tank

(Continued from Page 1)

boy a chance to drive after his car had been smashed in a race the day before.

Gurney, who started with 32 gallons and finished with 6, said he could have gone 10 laps more. Some have said he could have won as he pleased. This is erroneous. He could afford to slow down in the closing stages. And he wasn't flat-out in order to preserve the fragile machine. But remember that Ricardo at no point extended the Ferrari to its limit, either. This reporter feels Ricardo, who had been doing excellently, should have driven to the finish.

Contrary to an earlier report, Gurney won $9250 ($5250 for 1st, $2000 for using Goodyear tires, $2000 for using Shell gas). — **GUS V. VIGNOLLE.**

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PLUGS and POINTS...

By JOE SCALZO

The Racers Coming On TV In '61; Bob Drake Predicts Good Series

Sports car enthusiasts who mourned when **John Brophy's** television program, Sports Car World, went off the air in mid-1958 will be glad to hear that sometime in 1961 another program dealing with sports cars — and racing in general — will be aired.

It's The Racers, made at Republic Studios in North Hollywood and produced by **Albert Cohen.** Autolite Spark Plugs, which this past season has made a favorable impression on everyone with the appearance of its most-helpful crew at virtually every big race coast-to-coast, is the sponsor.

The Racers will be a half-hour weekly program. It differs from the now-gone Sports Car World in that it will not be a documentary-type but a drama offering, dealing not just with sports cars, but virtually all types of racing. Producer Cohen says, "In the coming season we'll have episodes dealing with endurance races, races against the clock, match races. professional races on the oval tracks, and even possibly rallies and gymkhanas. We are even contemplating an Indianapolis race, and a program dealing with breaking the land-speed record at Bonneville."

Holding the starring roles in The Racers are **Brian Kelly**, the older lead, and **John Ashley**. Feminine interest will be generated by **Asa Maynor.** In the series, Kelly and Ashley own a garage in which all types of racing cars appear. The degree of accuracy to which Cohen and Autolite are going with this production can be seen in view of the fact that at Republic for the series they have built their own garage, and also a bistro "hang-out" much along the lines of the Grand Prix restaurant. Technical director is **Vern Hule**, who, among other things is associated with **Bill Stroppe** in Long Beach. Doing the majority of the "stunt" driving for the series are **Ted Duncan** and **Bob Drake.**

Drake, who nowadays is doing so much picture work that he is missing races — he missed Vegas because of this — says of The Racers, "I'm sure it will make a good series. None of the usual 'crash and burn' jazz will be used. Albert Cohen, the producer, is interested in accuracy, and he listens to me when I tell him that something should be changed. In the 5 shows we have made so far, they haven't had me 'crash' a car yet — just some spins."

The Racers was created by agent **Tom Tanembaum** and is presently being made at the rate of a show a week. Extensive filming of past local races like the Times Sports Car Grand Prix in October and Formula I race at Riverside in November will be used, along with other past races and some up-and-coming ones. Cars used in filming so far include Sprites, Oscas, Lotuses, Devins, and Maseratis,

No definite date or network has been slated for the series yet, but Cohen says it will be out for sure sometime in '61.

A series such as The Racers can do much to further the ever-growing sport of sports car racing.

LAS VEGAS RACE

(Continued from Page 1)

Despite the exciting Sunday main event, it remained for Bill Krause, driving his own Chev-powered D-Jaguar on Saturday, to create a new legend in sports car racing lore by starting dead last in high gear and finishing 2nd overall, beating O'Shea and McAfee among others. Since "Crapshooter" Krause is not in the Air Force, I will take it upon myself to award him Hauser's Distinguished Flying Cross with Oak Leaf Cluster. The circuit has four 40mph right-hand turns and two 100mph left-handers.

How Krause was able to work his way up into 2nd place using high gear only is a feat that the bench-racers will be pondering for years to come. The odds against pulling off a caper like this are at least 100 to 1. Needless to say, he was driving like a spastic Kamikaze pilot, wiping out 10 pylons on the last turn alone, but the fact remains that it was a fantastic accomplishment.

Of the other events, the Formula Jr. race was probably the most outstanding. On Saturday it was Ken Miles in a Dolphin over Jay Chamberlain in a Lotus. On Sunday, Chamberlain beat Miles by the length of a croupier's stick, with Ray Seher and Bob Nethercutt, both in Lotuses, never more than a crap-table's length behind. Keep an eye on young Nethercutt (Jack's younger brother). I think he's a comer. Jay averaged 76.6mph.

Jim Larkin won both days' novice races in the Larkin-Hauser Lion Cage Special (Old Yeller Mk. I).

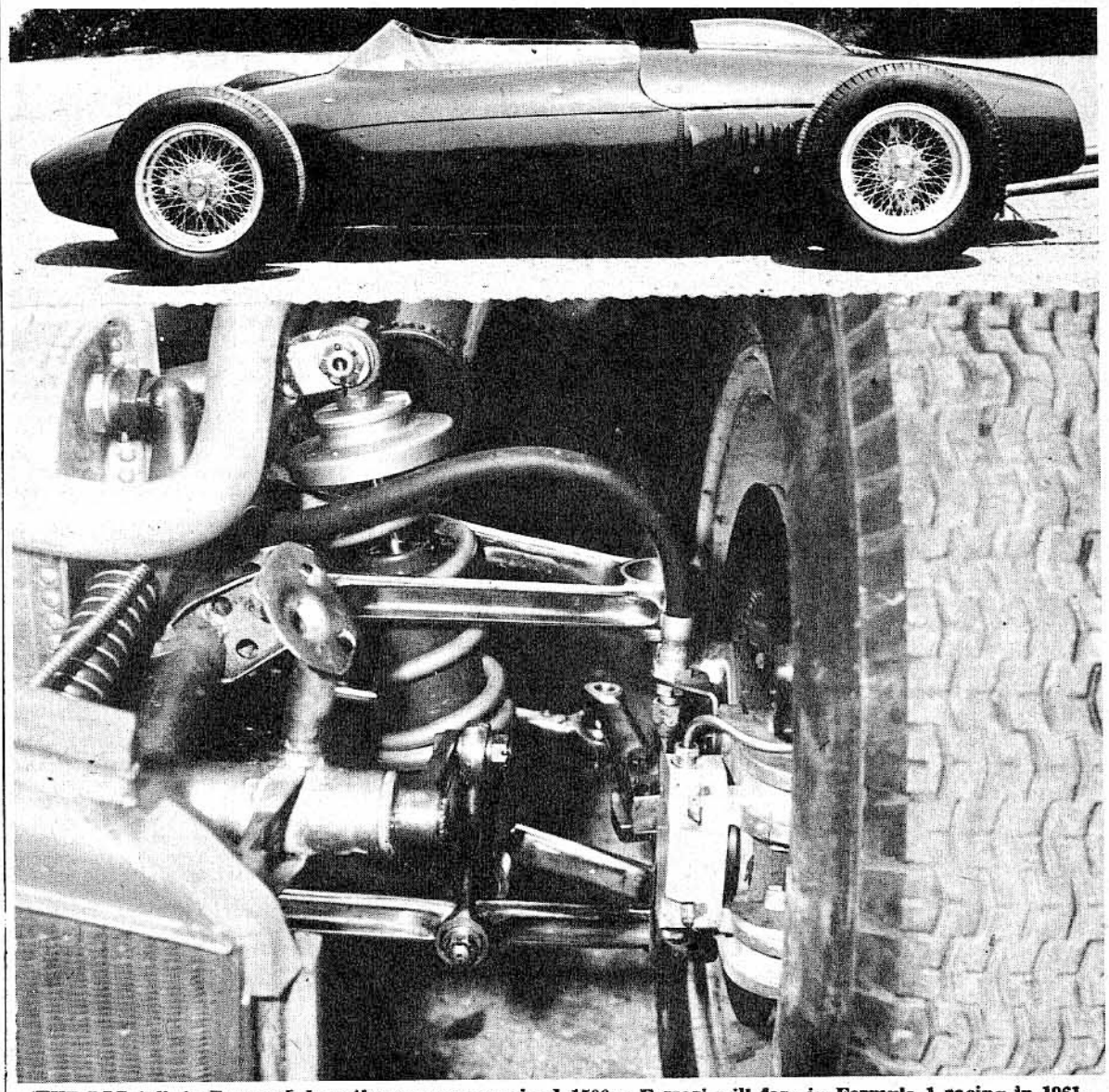
Art Snyder won the G & H modified race both days in his new Lola, circulating all alone like a roulette ball.

Class F cars dominated the combined class E & F production car race, with Bob Kirby nosing out Troy Clem in his Elva on Saturday. Bill Freedman was in contention until he nicked a hay bale and came bounding down the course like a dice cube on a rubber crap table. Bill was unhurt, but the Lotus Elite looked like it had come out of a cement-mixer. On Sunday it was Troy Clem who made his point 1st, with Kirby very close behind.

Doug Hooper and Dave McDonald put on a great show in the Corvette race. Hooper won after a long and graceful spin on the 1st lap. Both of these boys are tremendous drivers and will give Mayell and Setember a very hard time of it next year.

Hap Richardson in a Jag had a terrific race with AC Bristols driven by Al Norman and Ronald Hunter. With free champagne being served at 3 different hotels on Saturday night, Bob Drake and his Grand Prix drinking team missed the opportunity of a life-time. Perhaps with the Folies Bergere in town, they didn't want to waste their time drinking champagne.

Las Vegas is unquestionably one of the world's most exciting cities. Race headquarters was at the Stardust, a hotel with one of the most dazzling electrical facades in existence. The LA SCCA has come a long way in the last 2 years and put on a beautifully-organized event that everyone enjoyed tremendously. All workers and officials were friendly and unofficious; all competitors were keyed up by the excitement of Las Vegas in general and a new course in particular.



THE BIG talk in Europe is how the new rear-engined 1500cc Ferrari will fare in Formula 1 racing in 1961. Top is a full side view of the Italian machine, and bottom is a closeup of the front suspension. Other photos on front cover.

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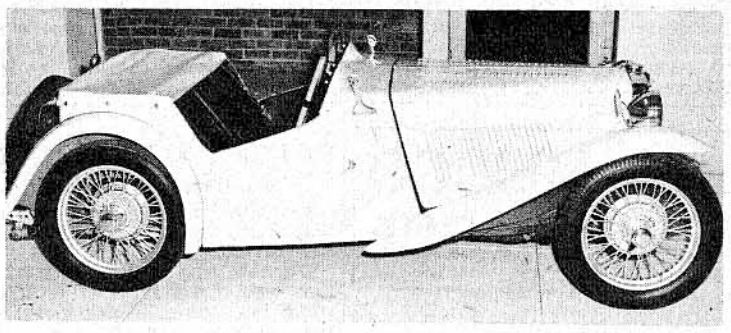

One of twelve in the United States. Very clean, with spare engine, spare transmission and extra wire wheels. In good running condition now.

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SLALOM COLUMN

By DENNIS McCOSH

The November Championship Slalom was sponsored by Northrop SCC and drew 107 entries, which was not bad considering the rain the day before. The rain also affected the quality of the course layout and therefore the whole event. This was unfortunate because Northrop worked hard to put on a good event. Many cars lost their way on the course due to confusing marking and the proximity of other portions of the course. One other strike against the event was the method of timing the cars, which was such that only one car could be on the course at a time. This made a few cars run in the dark at the end of the day, and many cars had a long wait between runs.

Here are the trophy winners:

CLASS A			
Walt Stone	Ren. Alpine	PSCC	1:50.78
Ralph Goin	A-H Sprite	Spr. OC	1:51.91
Dennis McCosh	Ren. Alpine	PSCC	1:52.43
CLASS B			
Walt Harper	Porsche	LBMG	1:47.24
Bud Huston	Porsche	RAM	1:49.64
Sam DeLuca	Porsche	——	1:51.79
Wes McMillan	MGA	SCMG	1:52.03
CLASS C			
Mal Doherty	A-H	GFCCA	1:49.69
Bob Rowley	TR-3	ASCC	1:54.11
Leo McCormack	TR-3	RAM	1:54.46
CLASS D			
Bob McPherson	Jaguar	——	1:55.97
Frank Riddle	Corvette	CSC	1:57.64
CLASS E			
Lee Kelso	NSU Prinz	PSCC	1:54.92
J. B. Whiteside	Ren. 4CV	ROCA	1:56.52
CLASS F & G			
Leroy Bonato	VW	VWOC	1:56.85
Wayne Morville	Volvo	VVTC	2:00.54
CLASS H			
David Lehmann	Ren. 4CV	ROCA	1:50.29
WOMEN			
Betty Huston	Porsche	RAM	2:00.52
Marie Waters	TR-3	RAM	2:01.77
Barbara Reed	MGA	SCMG	2:02.82
TEAMS			
Lister, McCosh, Stone		PSCC	5:38.23
Didier, Huston, McCormack,		RAM	5:38.71

Since the Northrop event was the last Championship Slalom of the year, here are the final SCCSCC Slalom standings (total points for best 4 of 6 events):

MEN'S SPORTS

1. Mal Doherty	Glendole FCCA	400.0
2. Wes McMillan	So. Calif. MG OA	400.0
3. Walt Stone	Pacific SCC	389.6
4. Ray Didier	R.A.M.	336.6
5. Don Dow	Lockheed SCC	333.1
6. Frank Riddle	Corv. of So. Calif.	309.0
7. L. McCormack	R.A.M.	267.5
8. Dennis McCosh	Pacific SCC	256.2
9. E. Willbanks	NASCAD	247.2
10. Eddie Atkinson	Arrowhead FCC	228.5
11. Wally Reed	So. Calif. MG OA	198.4
12. Bill Adams	Orange Co. SCC	189.4
13. Rod Stoik	Glendale FCCA	182.3
14. Albert Balsitis	R.A.M.	178.1
15. Bud Huston	R.A.M.	167.1
16. Richard Hulan	R.A.M.	156.1
17. Walt Harper	Long Beach MG	150.3
18. C. Alexander	PSCC & SCMG	119.4
19. Bill Edge	Corv. of So. Calif.	117.1
20. Larry Miller	So. Calif. MG OA	114.0
21. Lyman Clower	R.A.M.	109.8
22. Don Gneiding	Pacific SCC	100.0
Wayne Brown	Pacific SCC	100.0
24. Dave Conklin	Northrop SCC	99.0
25. D. S. Marden	Northrop SCC	86.6
26. Ronald Kadel	So. Calif. MG OA	86.4
27. Art Garrison	So. Calif. MG OA	85.7
28. Jim Heltsley	Triumph OC	81.0
29. Don Tenney	Pacific SCC	80.0
30. D. Cromwell	Orange Co. SCC	69.1
31. Bob Stewart	MGCC	68.5
32. B. Cunningham	Pacific SCC	68.1
33. Jim Cristler	So. Calif. MG OA	67.1
34. Bob Fielder	Corv. of So. Calif.	64.5
35. Bill Keife	ISCARA	61.3
36. D. Weathers	So. Bay FCCA	61.1
37. Bob Marting	Hughes SCC	59.4

(Continued on Page 7)

1960 Pacific Coast Main Event Race Summary

COMPILED BY W. R. C. SHEDENHELM

Race	1st	2nd	3rd	4th	5th	6th
PALMS SPRINGS* LA-SCCA	Drake (Maserati 61)	Krause (MB-Corv.)	Connor (Lister-Corv.)	Chamberlain (Lotus XV)	Michelmore (Porsche RS)	Monise (Lotus XI)
WILLOW SPRINGS** CSCC	Drake (Maserati 61)	Miles (Porsche RS)	Cornett (Ferrari TR)	Michelmore (Porsche RS)	Masterson (Kurtis-Corv.)	Taylor (Lotus MGTF)
POMONA** LA-SCCA	Chamberlain (Lotus XV)	Budurin (Ferrari TR)	Roetnor (Ferr. Monza)	Michelmore (Porsche RS)	Parsons (Lotus-Ferr.)	Masterson (Kurtis-Corv.)
RIVERSIDE LA Examiner	Shelby (Maserati 61)	Miles (Porsche RS60)	Lovely (Ferrari TR)	Morgensen (Ferrari TR)	Cowles (Ferrari TR)	Brabham (Coop. Monaco)
VACAVILLE*** CSCC	Drake (Maserati 61)	Weiss (Cooper Monaco)	Graham (Ferrari TR)	Miles (Porsche RS60)	Ridenour (Lister Jag.)	Shelby (Porsche RSK)
PHOENIX*** Ariz. SCCA	Drake (Maserati 61)	Morgensen (Ferrari TR)	Connor (Lister-Corv.)	Budurin (Ferrari TR)	Donner (Porsche RSK)	B. Shutes (Porsche RSK)
DEL MAR** LA-SCCA	Morgensen (Ferrari TR)	Roetnor (Ferr. Monza)	Michelmore (Porsche RS)	O'Connor (Lola 1100)	Dixon (Maser. 300S)	Woods (Devin-Chev.)
SANTA BARBARA*** CSCC	Drake (Maserati 61)	Krause (D Jag.-Corv.)	Balchowsky (Old Yeller II)	Morgensen (Ferrari TR)	Hulette (Jag.-Corv.)	Bondurant (Ferr.-Maser.)
LAGUNA SECA** SF-SCCA	Miles (Porsche RS60)	Drake (Maserati 61)	Pardee (Porsche RS)	Glyer (Ferrari TR)	Wester (Porsche RS)	Woodard (C-Jaguar)
SANTA MARIA** CSCC	Drake (Old Yeller II)	McAfee (Porsche RSK)	Hulette (Jag.-Corv.)	Graham (Ferrari TR)	Cowles (Ferrari TR)	Patrick (Porsche Spl.)
POMONA*** LA-SCCA	Balchowsky (Old Yeller II)	Connor (Maserati 61)	Hulette (Jag.-Corv.)	Graham (Ferrari TR)	Proctor (Aston-Corv.)	Nethercutt (Ferrari TR)
RIVERSIDE Times-Mirror	Krause (Maserati 61)	Drake (Old Yeller II)	Pabst (Scarab I)	Jeffords (Maserati 61)	Shelby (Maserati 61)	Salvadori (Coop. Monaco)
LAGUNA SECA **1st heat:** SF Examiner	Moss (Lot. Mon. Carlo)	Hall (Maserati 61)	Constantine (Lister-Chev.)	Holbert (Porsche RS60)	Shelby (Maserati 61)	Miles (Porsche RS60)
2nd heat:	Moss (Lot. Mon. Carlo)	Pabst (Scarab I)	Krause (Maserati 61)	Shelby (Maserati 61)	Hansgen (Maserati 60)	Bonnier (Porsche RSK)
Overall:	Moss	Shelby	Hall	Bonnier	Holbert	Miles
POMONA** LA-SCCA	McAfee (Porsche RSK)	Mathes (Aston-Corv.)	Herrick (Porsche RSK)	Masterson (Kurtis-Corv.)	Pitts (Porsche 550)	Hively (Healey Spl.)
TUCSON** Ariz. SCCA	Morgensen (Ferrari TR)	Bondurant (Buick Spl.)	Michelmore (Porsche RS)	Snyder (Lola 1100)	Timanus (F2 Lotus-MG)	Chaffee (Corv. Spl.)
LAS VEGAS** LA-SCCA	O'Shea (Old Yeller II)	McAfee (Porsche RSK)	Hauser (Corv. Spl.)	Masterson (Kurtis-Corv.)	Snyder (Lola 1100)	Robertson (Cooper Spts.)

*Over 2 liters, 1-2-3; Under 2 liters, 1-2-3. **Over 1100cc Main Event. ***Over 1500cc Main Event.

WRC LEAVES

W. R. C. Shedenhelm, columnist of "Slightly Modified" for MOTORACING, has joined the staff of the resuscitated SPORTS CAR GRAPHIC, a Petersen Publication.

Palm Springs Races

LA region of SCCA stages its first sports car road race of the year at Palm Springs, Jan. 21-22. Eight races are carded each day

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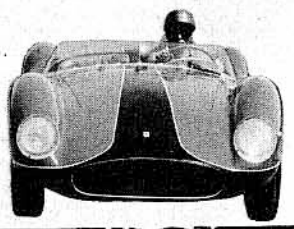

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1960 SCCSCC RALLY STANDINGS

SCCSCC RALLY CHAMPIONSHIP STANDINGS

POS.	NAME	CLUB	MARK II	WHEELE BOUNCE	1960 D'ORO	GREAT WESTERN	ORBIT	SIERRA	24 HOUR	STARS	SUN-DOWN	TOTAL	BEST SEVEN
DRIVERS		1960 RATING	5	8	1	6	7	3	4	2	9		
1.	TED SPARKS	C. A. R.	23	(0)	25	21	25	24	25	(23)	25	191	168
2.	BILL CHESTER	RALLYMASTERS	*	22	21	24	21	19	21	(16)	20	164	148
3.	JERRY AARONS	SOUTHWEST	(12)	25	23	15	22	18	15	17	*	147	135
4.	ROBERT COOK	TRI-ANGLES	14	17	(3)	16	23	25	*	22	16	136	133
5.	JERRY O'BRIEN	RALLYMASTERS	20	14	(1)	*	24	5	24	19	18	125	124
6.	DOUG LINDER	NORTHROP	15	24	16	20	11	*	22	14	(0)	122	122
7.	JACK SPARKS	PACIFIC	23	*	25	0	25	0	25	8	*		106
8.	BOB PIERCY	C. A. R.	0	11	*	(0)	19	20	19	0	24	93	93
9.	DICK COULTER	C. A. R.	(0)	13	10	11	*	0	23	24	11	92	92
10.	DUANE SPARKS	C. A. R.	*	23	18	0	0	*	16	25	0		82
11.	BILL EICHELKRAUT	NORTHROP	21	21	9	0	0	*	*	0	23		74
12.	RON JONES	SAN DIEGO RC	0	*	15	*	16	22	*	20	*		73
13.	DON ROYER	LOCKHEED	22	6	0	23	18	0	*	*	*		69
13.	BILL RECTOR	ASTRO	25	4	*	17	*	23	*	0	*		69
15.	CAL HUDSPETH	RALLYMASTERS	13	16	(0)	8	0	*	12	7	4	60	60
16.	JIM TRAUGHBER	RALLYMASTERS	(0)	0	6	12	0	12	4	*	15	49	49
17.	BETTY ENOCH	NORTHROP	*	0	17	*	17	*	*	15	0		49
18.	WANDA KENYON	C. A. R.	17	0	13	5	12	0	*	*	*		47
19.	BILL DOYLE	C. A. R.	0	*	*	19	14	0	14	*	0		47
20.	LES WEISBRICH	C. A. R.	7	19	14	0	0	*	6	*	0		46
21.	GWEN THIGPEN	C. A. R.	0	0	*	22	9	15	*	0	0		46
22.	BERNICE BRANSON	C. A. R.	8	(0)	20	2	0	0	2	13	*	45	45
23.	WAYNE BROWN	PACIFIC	6	*	(0)	0	0	0	18	21	0	45	45
24.	DICK PIEPER	HUGHES	3	20	*	*	*	21	*	*	*		44
25.	DICK BUTLER	C. A. R.	0	*	0	13	*	17	13	0	0		43
25.	CHUCK MEREDITH	RALLYMASTERS	*	15	22	6	0	0	*	*	*		43
NAVIGATORS													
1.	ELIZABETH CHESTER	RALLYMASTERS	*	22	21	24	21	19	21	(16)	20	164	148
2.	DICK ANDERSON	SOUTHWEST	(12)	25	23	15	22	18	15	17	*	147	135
3.	DON SIMPSON	RALLYMASTERS	20	14	(1)	*	24	5	24	19	18	125	124
4.	JOHN RYAN	TRI-ANGLES	10	17	(3)	16	23	16	*	22	16	123	120
5.	JACK CARLSON	NORTHROP	15	24	16	20	11	*	22	*	0		108
6.	GORDON MADISON	NORTHROP	19	10	8	18	13	*	16	14	0	98	98
7.	GEORGE TAYLOR	SAN DIEGO RC	0	*	15	21	16	22	*	20	*		94
8.	RON GOING	C. A. R.	(0)	13	10	11	*	0	23	24	11	92	92
9.	BERT JOHNSTON	NORTHROP	21	21	9	0	0	*	*	0	23		74
9.	AL NESBITT	C. A. R.	0	11	*	0	19	20	*	*	24		74
11.	HOWARD FRANK	LOCKHEED	22	6	(0)	23	18	0	*	0	0	69	69
11.	GEORGE BLONDIN	ASTRO	25	4	*	17	*	23	*	0	*		69
13.	DON BLACK	NORTHROP	19	10	8	18	13	*	*	*	*		68
14.	JERRIE SPARKS	C. A. R.	*	23	18	*	0	*	*	25	0		66
15.	BOB COLE	RALLYMASTERS	13	16	(0)	8	0	(13)	12	7	4	73	60
16.	C. K. ENOCH	NORTHROP	*	0	17	*	17	*	9	15	0		58
17.	RUTH PIERCY	C. A. R.	9	0	*	22	9	15	*	0	0		55
18.	DOTTIE CONROY	ISCARA	*	*	*	*	*	24	*	23	5		52
19.	FRANK HERMAN	RALLYMASTERS	*	0	6	12	0	12	4	*	15		49
20.	CHAS. KENYON	C. A. R.	17	0	13	5	12	0	*	*	*		47
21.	MARGE MOYER	C. A. R.	0	*	*	19	14	0	14	0	0		47
22.	DOUG SAWIN	C. A. R.	7	19	14	0	0	*	6	*	0		46
23.	SCOTT BRANSON	C. A. R.	8	(0)	20	2	0	0	2	13	*	45	45
24.	AL ROSENHECK	PACIFIC	6	*	0	0	0	*	18	21	0		45
25.	PATT MEREDITH	RALLYMASTERS	*	15	22	6	0	*	*	*	*		43

1960 CALIF. RALLY STANDINGS

POS.	NAME	CLUB	MARK II	WHEELE BOUNCE	BOON DOCKS		D'ORO	ALP-INE	GREAT WESTERN		ORBIT	BIG BEN		SIERRA	TEMPUS FUGIT	24 HOUR	SEPT MORN		STARS	STUT. SAF.		NOEL	SUN-DOWN	TOTAL	BEST SIX
					N	S		N	S	S		N	S		N	S	N	S		N	N	S		
DRIVERS																									
1.	JACK SPARKS	PACIFIC	23	*	(12)	25	*	*	*	25	*	*	*	*	*	25	17	*	*	*	*	*	145	133
2.	ROBERT COOK	TRI-ANGLES	(14)	17	*	*	24	*	*	*	25	*	17	*	(0)	*	23	22	*	142	128			
2.	BILL CHESTER	RALLYMASTERS	*	22	(0)	*	*	24	21	20	(19)	*	21	*	*	*	20	*	147	128				
4.	HAROLD SCHELL	TWIN VALLEY	(2)	*	23	*	16	*	*	24	*	(0)	*	21	*	19	*	22	127	125				
5.	DUANE SPARKS	C. A. R.	*	23	(0)	18	*	*	*	16	*	*	16	25	25	(14)	*	*	137	123				
6.	JOE BOOTH	FORMULA 4	*	*	25	(0)	23	0	*	23	*	*	*	(0)	*	22	10	*	103	103				
7.	JERRY AARONS	SOUTHWEST	*	25	(0)	23	*	(15)	*	*	18	*	15	*	17	*	0	*	113	98				
8.	DICK COULTER	C. A. R.	(0)	13	17	10	*	*	*	19	(0)	15	*	22	*	*	*	*	96	96				
9.	BOB PIERCY	C. A. R.	(0)	11	8	*	*	(0)	*	13	*	15	19	*	*	*	*	24	90	90				
10.	RON JONES	SAN DIEGO RC	(0)	*	16	15	*	*	16	*	22	*	*	*	20	*	0	*	89	89				
11.	ADRIENNE RYAN	TRI-ANGLES	*	*	*	*	15	*	*	22	16	18	*	*	*	13	0	*		84				
12.	CAL HUDSPETH	RALLYMASTERS	13	16	18	(0)	*	8	(0)	*	*	*	12	12	*	*	*	*	79	79				
13.	PHYLLIS BANKS	CLOCK & DIAL	*	*	24	*	19	*	2	*	*	11	*	0	*	7	*	*		63				
14.	VIRGINIA THOMAS	CLOCK & DIAL	*	*	3	4	21	*	(0)	*	*	*	*	0	*	21	7	*	56	56				
15.	LES WEISBRICH	C. A. R.	7	19	(0)	14	*	(0)	0	*	*	*	6	1	*	*	*	*	47	47				
16.	BERNICE BRANSON	C. A. R.	8	(0)	*	20	14	2	0	*	0	*	*	*	*	*	*	*	44	44				
17.	DICK BUTLER	C. A. R.	*	*	(0)	0	*	13	*	*	17	*	13	0	0	*	*	*	43	43				
18.	MARYLUE SISEMORE	C. A. R.	0	0	0	5	*	0	*	*	*	*	*	*	*	*	*	*		5				
NAVIGATORS																									
1.	TED SPARKS	C. A. R.	(23)	*	*	25	24	*	25	25	*	*	25	*	*	(23)	*	25	195	149				
2.	ELIZABETH CHESTER	RALLYMASTERS	*	22	(0)	*	*	24	21	20	(19)	*	21	*	*	*	20	*	147	128				
3.	BARBARA SCHELL	TWIN VALLEY	(2)	*	23	*	16	*	*	24	*	(0)	*	21	*	19	*	22	127	125				
4.	JOHN RYAN	TRI-ANGLES	(10)	17	*	*	15	*	*	22	*	18	*	*	22	13	(0)	*	117	107				
5.	JERRIE SPARKS	C. A. R.	*	23	(0)	18	*	*	*	*	*	*	*	25	25	14	(0)	0	105	105				
6.	RON GOING	C. A. R.	(0)	*	17	10	*	11	*	19	(0)	*	*	22	*	24	*	*	103	103				
7.	SANDY BOOTH	FORMULA 4	*	*	25	(0)	23	0	*	23	*	*	*	(0)	*	22	10	*	103	103				
8.	DICK ANDERSON	SOUTHWEST	*	25	(0)	23	*	(15)	*	*	18	*	15	*	17	*	0	*	113	98				
9.	GEORGE TAYLOR	SAN DIEGO RC	(0)	*	16	15	*	*	16	*	22	*	*	*	20	*	(0)	*	89	89				
10.	JIM COYLE	TRI-ANGLES	16	5	*	(0)	10	*	*	12	*	21	*	24	(0)	*	*	*	88	88				
11.	GENE KIGGINS	TRI-ANGLES	18	*	*	12	8	*	*	*	*	16	*	(0)	*	9	16	(0)	79	79				
12.	DAVID DAVIS	TRI-ANGLES	14	*	*	*	*	*	*	*	25	17	*	*	*	*	22	0		78				
13.	BOB COLE	RALLYMASTERS	13	16	18	(0)	*	8	(0)	*	*	*	*	12	7	*	*	*	74	74				
14.	HOMER BANKS	CLOCK & DIAL	*	*	24	*	19	*	2	*	*	11	*	0	*	7	*	*		63				
15.	BILL THOMAS	CLOCK & DIAL	*	*	3	4	21	*	(0)	*	*	*	*	0	*	21	7	*	56	56				
16.	AL NESBITT	C. A. R.	0	11	8	*	*	0	*	13	*	*	*	*	*	*	*	24		56				
17.	DOUG SAWIN	C. A. R.	7	19	(0)	14	(0)	0	*	*	*	6	1	*	*	*	*	*		47				
18.	MIKE GOODWIN	C. A. R.	0	0	12	12	*	7	*	16	*	*	*	*	*	*	*	*		47				
19.	SCOTT BRANSON	C. A. R.	8	(0)	*	20	14	2	0	*	0	*	*	*	*	*	*	*	44	44				
20.	FRANK HERMAN	RALLYMASTERS	*	(0)	0	6	*	12	0	*	12	*	4	*	*	*	*	*	34	34				
21.	LORRAINE BUTLER	C. A. R.	*	0	0	0	*	13	*	*	17	*	*	0	*	*	*	*		30				
22.	DICK ECKER	C. A. R.	*	*	0	5	*	0	*	*	*	*	*	*	*	*	*	*		5				

* DID NOT DECLARE FOR STATE POINTS ( ) ELIMINATED IN SCORING OF BEST SIX INCLUDING ONE FROM EACH COUNCIL AREA.

Rally Results and Calendar

AUSTIN HEALEY OWNERS SUNDOWN III DEC. 11 SCOTT BRANSON RALLYMASTER SCCSCC CHAMP.

POS.	DRIVER	NAVIGATOR	CLUB	MCP	ERROR
1.	Ted Sparks	Caroll Lovell	C. A. R.	1	1:07.63
2.	Bob Piercy	Al Nesbitt	C. A. R.	2	54.26
3.	Bill Eichelkraut	Bert Johnston	Northrop	2	59.33
4.	Harold Schell	Barbara Schell	Twin Valley	2	2:08.27
5.	Bob Tarlton	Ernie Healy	ISCARA	2	2:37.02
6.	Bill Chester	Elizabeth Chester	Rallymasters	2	2:47.70
7.	Norm Soutar	Homer Richardson	Twin Valley	3	1:17.04
8.	Jerry O'Brien	Don Simpson	Rallymasters	3	1:28.56
9.	Ron Hubbard	Sandee Boots	THOC	3	2:53.78
10.	Robert Cook	John Ryan	Tri*Angles	4	26.59
11.	Jim Traughber	Frank Herman	Rallymasters	4	1:11.54
12.	Bob Stoer	Gladys Stoer	Lockheed	4	1:49.26
13.	Paul Rendahl	Virginia Rendahl	C. A. R.	4	2:29.75
14.	Bill Winger	Bernice Winger	C. A. R.	4	2:59.43
15.	Dick Coulter	Ron Going	C. A. R.	5	1:21.89
16.	Carroll Sax	Dick Ecker	C. A. R.	6	38.15
17.	Gene Trimble	Dora Trimble	La Mirada	6	1:18.52
18.	Bill Alexander	Check Rogers	C. A. R.	6	1:31.93
19.	Joe Walmsley	Lorraine Butler	C. A. R.	6	3:46.82
20.	Lloyd Dunham	Pat Dunham	C. A. R.	7	28.49
21.	Diane Jay	Dottie Conroy	ISCARA	7	31.52
22.	Cal Hudspeth	Bob Cole	Rallymasters	7	1:52.90
23.	Hubert Friddy	Sevilla Priddy	Lockheed	8	1:04.79
24.	Donna Huseboe	Dale Huseboe	Rallymasters	8	2:57.61
25.	C. L. Stewart	R. H. Henry	Aerojet	9	35.07

RALLIES

JANUARY

6 - - - CALIF. ASS'N. OF RALLYISTS FIRST FRIDAY NIGHTER VIII Lloyd Dunham, R.M. 8 P.M. Hody's, Ventura & Sepulveda, $2. 3 Classes 2½ hr. nav & s.o.p.

8 - - - SAN GABRIEL PCCA EL PRIMERO DEL ANO VI SCCSCC OPEN Nav. event 8 A.M. Clock Drive-In, Rosemead & Las Tunas, Temple City, 200 miles 7 hrs. $5. Lorin Farmer & Bob Ballard, Sr. R.M.s ED 9-4609

15 - - - SOUTH BAY PCCA DEBUT II 3½ hr. nav. with s.o.p. class 9 A.M. Sepulveda & Venice, Culver City, $2. Frank Reiley, R.M. OR 0-4075

22 - - - LOCKHEED MISSILE & SPACE AN ROGAIRE DUBH II 12 noon 3½ hr. nav. & s.o.p. LERC Bldg. 2814 Empire, Burbank. $2.50. Garry Parker TH 2-0904

28 - - - SCCSCC & CALIFORNIA STATE AWARD BANQUET honoring top contestants for 1960. King's X Rest. Centinella & La Tijera 7 P.M. $4. Bob Sweet OR 2-8511

29 - - - RALLYMASTERS MARK III First SCCSCC Champ. & Calif. State Champ. event for 1961. 8 hrs nav. 6:30 A.M. Hody's, Ventura & Sepulveda $6. Bill & Liz Chester R.M.s Call Jan Woodard DI 9-0024.

San Francisco SCCA Announces Slate

SAN FRANCISCO, Jan. 4 — A hillclimb Mar. 25-26 at Georgetown in No. California's historic Mother Lode country is the 1st major 1961 event scheduled by the SF region, of SCCA.

Scheduled races: Stockton, April 15-16; Sacramento, May 13-14; Laguna Seca, June 10-11; Cotati, July 15-16; Vaca Valley, Aug. 19-20; Reno, Sept. 16-17; Laguna Seca, Oct. 20-21-22; and Cotati, Nov. 10-11.

SF region also will conduct 3 autocrosses, including a unique 3-day event over Labor Day weekend.

The Golden West national rally is set May 20-21. Also on the docket are concours at Stockton April 15; Hillsborough in May; San Rafael in Sept. and the Imported Car Show concours in Nov.

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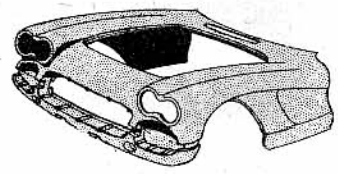
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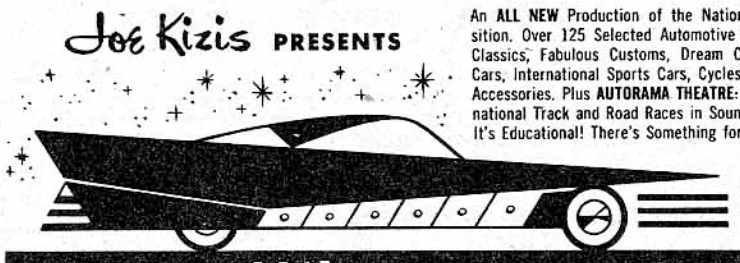
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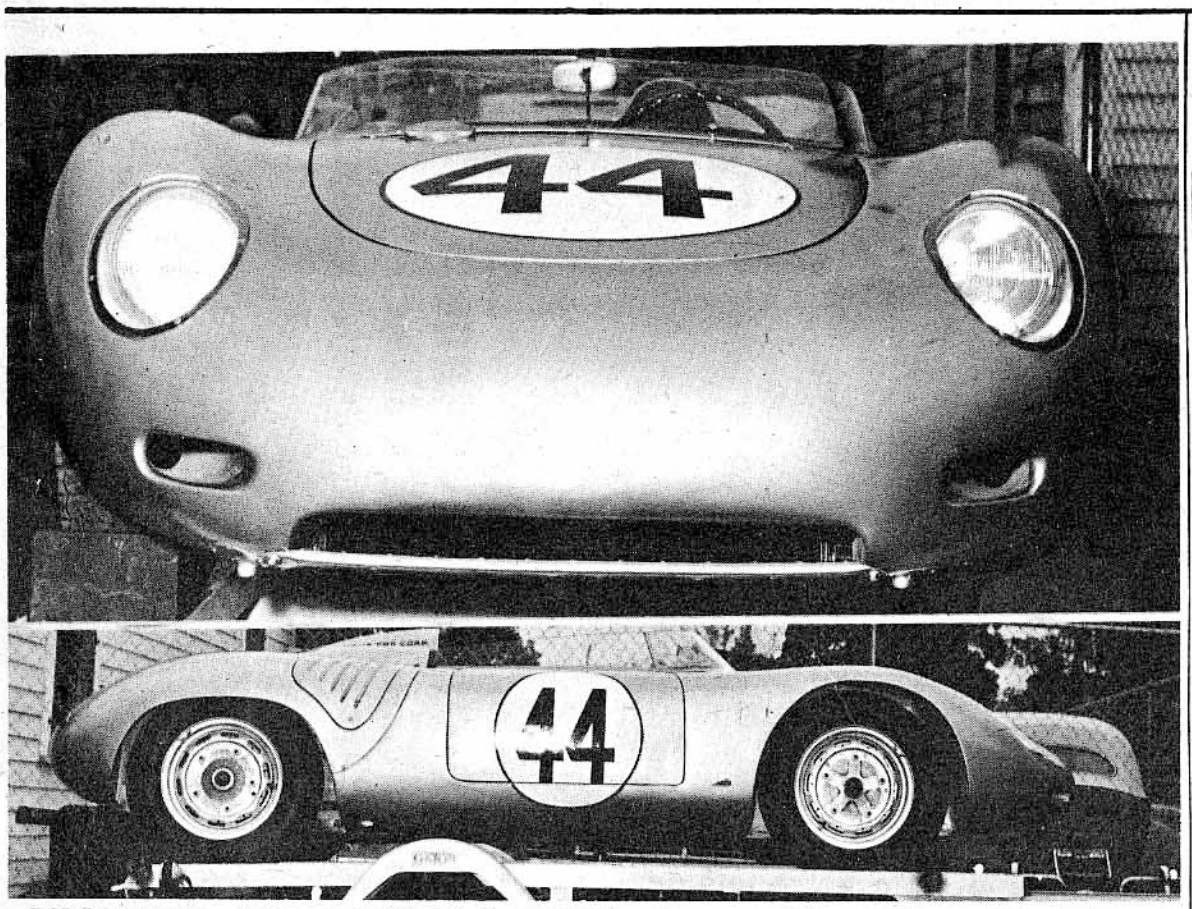

PORSCHE RS61 — Here are 2 views of the spectacular German car driven to 5th overall in the Nassau Trophy race by Roger Penske. He also won the Porsche special race. This car was delivered from the Porsche works to Brumos Porsche Car Corp., Jacksonville, Fla., just in time for Nassau. The car is due to be raced in the Sebring 12-hr. at Sebring in March by Penske and Bob Holbert. (Photos by Brumos Porsche)

DICK MORGENSEN

MORGENSEN QUITS RACING

PHOENIX, Jan. 4—Dick Morgensen, imported car dealer and sports car champion, surprised friends here and in So. Calif. when he announced recently he was retiring from sports car racing. This followed his winning the SCCA class D Modified Pacific Coast Championship for 1960 at Tucson.

Last year, MOTORACING named Morgensen "Driver of the Year"; in addition, he was top class D modified chauffeur with both Cal Club and SCCA.

Morgensen has put his faithful 3-liter Ferrari up for sale to the highest bidder.

Final 1960 SCCA Nat'l Champions

B Mod	A. Pabst, Scarab	60
B Prod	B. Johnson, Corvette	76
C Mod	D. Thompson, Sting Ray	48
C Prod	B. Jennings, Pors. Carr	68
D Mod	G. Andrey, Maserati 61	44
D Prod	E. Pew, AC Bristol	64
E Mod	B. Holbert, Porsche RSK	70
E Prod	D. Black, Daimler SP250	88
F Mod	R. Penske, Porsche RSK	50
F Prod	D. Diffenderfer, S. 208S	62
G Mod	M. Ripley, Lola	84
G Prod	V. Tamburo, Sun. Alp.	68
H Mod	O. Schmidt, OSCA/Lola	86
H Prod	C.C. Lawrence, Fiat Ab.	78
I Mod	P. Jeffrey, Berkeley	10
F Jr.	C. Kolb, Elva	74
F III	G. Alderman, Cooper	42

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Slalom

(Continued from Page 5)

38. Sid Fleischer	Northrop SCC	59.0
39. Tom Higgins	So. Bay FCCA	58.6
40. W. Graft	R.A.M.	58.2
41. L. Rutherford	So. Calif. MG OA	58.0
42. Walt Lister	Pacific SCC	51.5
43. Jack Lyon	Pacific SCC	47.4
44. Dave Clark	Pacific SCC	45.3
45. Y. Fujimura	Orange Co. SC	44.6
46. Sherm Allen	Pacific SCC	43.7
47. Les Landstrom	Northrop SCC	42.5
48. D. Miller	Morgan OC	42.2
49. Mike Darnold	Orange Co. SCC	42.1
50. Roger Ocorr	Corv. of So. Calif.	39.9
51. Ernie Healey	So. Calif. MG OA	39.4
52. Martin Blair	So. Calif. MG OA	38.9
53. B. Becker	Morgan OC	33.1
54. Bob Cole	Rallynauts	32.6
55. Al Axelrod	Austin-Healey OC	31.8
56. Ray George	Arrowhead FCC	28.8
57. Bill Barmore	So. Calif. MG OA	28.7
58. H. Hemmele	Gar. Grove FCCA	28.6
59. Clark Merrick	ISCARA	26.4
60. Gavin Hobbs	Long Beach FCCA	24.3
61. Bruce Jackson	So. Calif. MG OA	20.1
62. B. Whitman	Orange Co. SCC	18.6
63. Robert Prasin	ISCARA	18.1
64. Bud Cooper	R.A.M.	15.9
65. Jim Hightshoe	ISCARA	14.5
66. Gene Frisby	Orange Co. SCC	13.6
67. Frank Fish	Long Beach FCCA	13.4
68. Ray Nichols	Orange Co. SCC	13.3
69. Ken Booth	Orange Co. SCC	11.4
70. Eugene Cole	R.A.M.	11.3
71. R. Savage	Porsche OC	9.6
72. Bob McKee	Hughes SCC	9.4
73. Al Rosenheck	Northrop SCC	8.0
74. Jim Thomas	NASCAD	7.8
75. Bob Greenland	Porsche OC	5.3
Bob Short	Arrowhead FCC	5.3
77. Steve DeMack	Long Beach FCCA	5.2
78. Ray DuVall	Porsche OC	5.1
79. Jim Kubota	R.A.M.	4.7
80. Jim Waters	R.A.M.	4.1
81. Erv Rodemsky	R.A.M	3.0
82. A. B. Cox	Orange Co. SCC	2.3
83. Tom Funston	Gar. Grove FCCA	1.7

MEN'S SEDANS

1. W. Morville	Volvo TC	339.0
2. Bob Anderson	Gar. Grove FCCA	279.2
3. Lee Kelso	Pacilc SCC	252.0
4. Larry Ford	So. Bay FCCA	238.1
5. Ron Dickerson	Volvo TC	194.8
6. Bob Hall	Pacific SCC	181.9
7. W. Kleven	Volvo TC	86.9
8. Chop Suling	So. Bay FCCA	79.6
9. M. J. Wheeler	Long Beach FCCA	70.9
10. Allan Searl	Volvo TC	43.1
11. H. Garner	Fiat OC	27.4
12. M. Torrisi	Fiat OC	7.6
13. J. Hanrahan	R.A.M.	7.2

WOMEN (only 3 in sedans)

1. Kay Adams	Orange Co. SCC	358.8
2. Barbar Reed	So. Calif. MG OA	262.8
3. Marie Waters	R.A.M.	193.2
4. Dee Purrier	Pacific SCC	187.4
5. Betty Huston	R.A.M.	184.9
6. Pat Dolfen	So. Calif. MG OA	137.5

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ROLL BARS

Austin Healey 100-6, 2 or 4 seater $39.00
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Scalzo Writes Column

Beginning with this issue of MOTORACING, Joe Scalzo, youthful and widely-respected sports car journalist, begins a regular column, "PLUGS AND POINTS". His first column appears on Page 4.

7. Ruth Doherty	Glendale FCCA	110.9
8. Marcia Hatfield	Pacific SCC	100.0
9. Sue Kleven	Volvo TC	99.4
10. Nancy Widgren	Pacific SCC	53.6
11. Winnie Becker	Morgan OC	46.7
12. Mary Jackson	So. Calif. MG OA	29.4
13. Lou Anderson	Gar. Grove FCCA	25.7
14. Denise Miller	Morgan OC	24.8
15. R. Carpenter	Morgan OC	1.9

SPECIALS (no SCCSCC trophies)

1. Ira Cobb	Orange Co. SCC	161.5
2. Lyle Larson	Pacific SCC	100.0
Jerry Cremins	So. Calif. MG OA	100.0
4. Ed Wolleson	Northrop SCC	76.0

CLUB RATINGS (Championship Event)

1. R.A.M.	86.78%	Grand Prix III
2. Pacific SCC	79.50%	Slalom of the Pacific IV
3. So. Bay FCCA	79.40%	Autocross I
4. Orange Co. SCC	79.39%	Corrida de los Carros IV
5. Hughes SCC	71.65%	Ricochet thru the Wickets
6. Northrop SCC	62.50%	Del Camino V

CLUB DRIVERS & TOTAL POINTS

(Over 100 points)

1. Pacific SCC	19	2094.3
2. So. Calif. MG OA	16	1748.2
3. R.A.M.	15	1694.7
4. Orange Co. SCC	11	924.7
5. Volvo TC	5	763.2
6. Glendale FCCA	3	693.2
7. Corvettes of So. Calif.	4	530.5
8. So. Bay FCCA	4	437.4
9. Northrop SCC	6	371.1
10. Garden Grove FCCA	4	335.2
11. Lockheed SCC	1	333.1
12. Arrowhead FCC	3	262.6
13. NASCAD	2	255.0
14. Long Beach MG	1	150.3
15. Morgan OC	5	148.7
16. ISCARA	4	120.3
17. Long Beach FCCA	4	113.8

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CSCC RACES AT POMONA JAN. 7-8

First sports car races of 1961 will be held at the LA County Fairgrounds course at Pomona Jan. 7-8.

The 16-race card will feature in addition to the 20-lap main event for big-bore machines, a 2-day card of Formula Juniors, motorcycles, small modifieds under 1500cc, large and small production cars, and women's races.

Races, co-sponsored by the Calif. Sports Car Club and the Pomona Elks Lodge 789, start at 11 a.m. both days.

Driver Playan Goes Into Cafe Business

Joe Playan, well-known So. Calif. Porsche RS driver, has turned restaurateur with partner Gagin Macardian. They invite their many racing friends to the Char-Fire, serving breakfast, lunch and dinner at 8016 E. Slauson Ave., off the Santa Ana Freeway at Slauson (near Telegraph Rd.), Montebello

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CALENDAR

JANUARY

7-8—Calif. Sports Car Club races, Pomona, Calif.
11-15—Auto & Boat Show, Shrine Auditorium, LA.
21-22—LA SCCA races, Palm Springs, Calif.

FEBRUARY

2-4—Central Fla. SCCA Natl. races, Daytona Beach, Fla.
22-26—Autorama, Hartford, Conn.
24-26—FIA GT cars, Daytona Beach, Fla.

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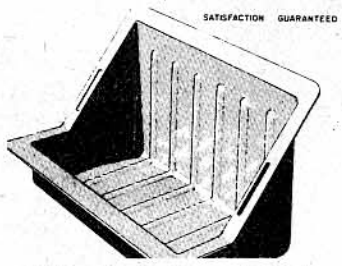

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